

DELMARVA WATER TRANSPORT COMMITTEE MEETING

TALKING POINTS ON MTS

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16 APR 1999

INTRO

- GENERAL SARBANES, MR. COOK, MR. MORRIS, MS. COFIELD, LADIES AND GENTLEMEN. THANK YOU SO MUCH FOR ALLOWING ME TO PARTICIPATE IN YOUR MEETING TODAY. FIRST, CONGRATULATIONS ON 25 YEARS OF SERVICE TO THE DELMARVA REGION. YOUR “PARTNERSHIP FOR PROGRESS” BETWEEN THE MEMBERS AND GOVERNMENT HAS PROVEN VERY SUCCESSFUL IN IMPROVING THE NAVIGABILITY OF AREA WATERWAYS. IT’S A MODEL THAT OTHERS HAVE FOLLOWED AND FITS VERY WELL INTO OUR MTS VISION FOR THE FUTURE THAT I’LL DESCRIBE SHORTLY.
- WASHINGTON, DC HAS BEEN DESCRIBED AS 36 SQUARE MILES OF BUREAUCRACY SURROUNDED BY REALITY – SO ITS GOOD TO BE OUT HERE IN THE WORLD OF REALITY TO SEE AND HEAR THINGS FROM YOUR PERSPECTIVE.

- ALSO, I LIVE IN GRASONVILLE IN QUEEN ANNE COUNTY, SO ITS NICE TO SPEND SOME TIME ON MY SIDE OF THE BAY. MY FAMILY LIVED IN TAYLORS ISLAND/JAMES ISLAND AREA MANY YEARS AGO AND HAULED CARGO ON THE BAY, SO I PERHAPS HAVE SOME “ANCESTRAL” INVESTMENTS IN THE SPIRIT OF YOUR ORGANIZATION.
- MY REMARKS TODAY WILL TOUCH ON WHAT THE COAST GUARD, DEPARTMENT OF TRANSPORTATION, OTHER FEDERAL AGENCIES AND PRIVATE STAKEHOLDERS ARE DOING, AS A TEAM, TO PREPARE OUR WATERWAYS, PORTS AND INTERMODAL CONNECTIONS FOR THE 21ST CENTURY.

MTS

- THE MTS IS A VITAL COMPONENT OF THE U.S. INTERMODAL NATIONAL TRANSPORTATION SYSTEM, AND ULTIMATELY THE NATIONAL INTEREST. AND, OUR ECONOMY DEPENDS ON IT.

- IT'S SAID THAT STATISTICS ARE JUST NUMBERS IN SEARCH OF AN ARGUMENT. WELL, HERE ARE SOME IMPRESSIVE NUMBERS THAT FORM A PRETTY GOOD ARGUMENT FOR A ROBUST MTS:
 - 2 BILLION METRIC TONS OF CARGO WORTH OVER \$1 TRILLION TRANSIT OUR WATERWAYS ANNUALLY.
 - 10 MILLION BARRELS OF OIL ARE IMPORTED DAILY, ALMOST ALL OF IT BY WATER.
 - EXCLUDING MEXICO AND CANADA, 95% OF OUR FOREIGN TRADE AND 25% OF OUR DOMESTIC TRADE DEPENDS ON MARITIME TRANSPORTATION.
 - OVER 90 MILLION PASSENGERS EMBARK FERRIES, CRUISE SHIPS, GAMING VESSELS AND TOUR SHIPS FROM U.S. PORTS.
 - OVER 26,000 DOCUMENTED COMMERCIAL FISHING VESSELS HARVEST FOOD FROM THE SEA.
 - TENS OF MILLIONS OF AMERICANS USE THE NATION'S 20 MILLION RECREATIONAL BOATS.
 - MARINE TRANSPORTATION AND INFRASTRUCTURE CONTRIBUTES OVER 78 BILLION DOLLARS TO THE U.S. GROSS DOMESTIC PRODUCT AND GENERATES 16 MILLION JOBS.

- MARITIME INFRASTRUCTURE IS MORE THAN WHARVES, PIERS AND WAREHOUSES. INFRASTRUCTURE ALSO INCLUDES NATURAL AND MAINTAINED CHANNELS, ANCHORAGES, LOCKS, NAVIGATION SYSTEMS, CHARTING, BRIDGES, TERMINALS, AND RAIL AND HIGHWAY CONNECTIONS - ALL THOSE THINGS THAT ALLOW AND FACILITATE SAFE NAVIGATION—AS WELL AS EFFICIENT INTERMODALISM.

- OVERALL, U.S. MARITIME INFRASTRUCTURE IS AGING AND UNDER STRESS AND THE STRESS IS INCREASING. CONSIDER SOME MTS TRENDS:
 - WORLD MARITIME TRADE IS EXPECTED TO INCREASE SIGNIFICANTLY (TWO TO THREE TIMES) BY THE YEAR 2020 AS POPULATION AND DEMAND FOR CONSUMER GOODS, FUEL AND FOOD INCREASES.
 - PROJECTED INCREASE IN THE USE OF PASSENGER VESSELS, ESPECIALLY COMMUTER FERRIES AND HIGH SPEED CRAFT.
 - INCREASE IN RECREATIONAL USES.
 - INCREASED CONCERN BY THE PUBLIC OVER SAFETY AND THE ENVIRONMENT WHICH CAN'T BE IGNORED.

➤ EMERGING REQUIREMENTS TO PROTECT OUR
TRANSPORTATION INFRASTRUCTURE FROM SECURITY
THREATS INCLUDING CARGO CRIME, SMUGGLING, AND
TERRORISM.

- WHAT WILL BE THE IMPACTS OF THESE TRENDS IN THE
DELMARVA REGION? WHAT'S THE STATE OF YOUR
MARITIME INFRASTRUCTURE – CHANNELS, PORT FACILITIES,
AIDS TO NAVIGATION, VHF COMMS, WATER TO SHORE
CARGO INTERFACE, ETC.? WHAT HAS TO BE DONE TO MEET
THE NEEDS OF THE FUTURE SO THAT WATER TRANSPORT IS
SAFE, ENVIRONMENTALLY RESPONSIBLE, SECURE AND
EFFICIENT IN DELMARVA?
- NATIONALLY, MEETING THESE CHALLENGES IS MADE MORE
DIFFICULT DUE TO THE FACT THAT, UNLIKE IN MANY OTHER
COUNTRIES, OUR PORTS AND WATERWAYS ARE MANAGED
BY A HOST OF FEDERAL, STATE AND PRIVATE SECTOR
ORGANIZATIONS. FEDERAL AGENCIES INCLUDE CG, MARAD,
U.S. ARMY CORPS OF ENGINEERS, NOAA, EPA, ST. LAWRENCE
SEAWAY DEVELOPMENT CORPORATION AND OTHERS.
- THE DELMARVA WATER TRANSPORT COMMITTEE POSITIONS
YOU WELL TO MEET THAT CHALLENGE WITHIN THIS REGION.

RLS/THEMES

- WHAT ARE WE, THE FEDS, DOING ABOUT THE FUTURE?

- LAST SPRING THE COAST GUARD AND MARAD JOINTLY LED A HOST OF AGENCIES, INCLUDING USACE, NOAA AND OTHERS I JUST MENTIONED, IN CONDUCTING REGIONAL LISTENING SESSIONS AT 7 MAJOR PORT CITIES. FRANK HAMMONS REPRESENTED THE MARYLAND PORT ADMINISTRATION AT ONE OF THOSE SESSIONS.

- OUR GOAL WAS TO GET INPUT FROM A WIDE CROSS SECTION OF STAKEHOLDERS – INDUSTRY, ENVIRONMENTALISTS, REC BOATERS, FISHERMEN, ETC. - REGARDING THE MOST CRITICAL ISSUES FACING OUR WATERWAYS, PORTS AND INTERMODAL CONNECTIONS. IT IS ABSOLUTELY ESSENTIAL TO BALANCE THE FEDERAL AGENCY VIEW WITH THE VIEWS OF OTHER STAKEHOLDERS.

- THE BREADTH OF THIS CROSS-SECTION IS INDICATIVE OF A FUNDAMENTAL ASPECT OF OUR INITIATIVE – WE ARE TAKING A SYSTEMS APPROACH TO MEETING TRANSPORTATION CHALLENGES BY DEALING WITH WATERWAYS, PORTS, AND THEIR INTERMODAL CONNECTIONS, AND BY ENGAGING STAKEHOLDERS FROM EACH SEGMENT OF THE SYSTEM.

MTS CONFERENCE

- THERE WERE LITERALLY HUNDREDS OF COMMENTS AND RECOMMENDATIONS, WHICH FORMED THE BASIS FOR A NATIONAL CONFERENCE ON THE U.S. MARINE TRANSPORTATION SYSTEM, HOSTED BY SECRETARY OF TRANSPORTATION RODNEY SLATER THIS LAST NOVEMBER.
 - THIS TWO AND ONE-HALF DAY CONFERENCE WAS ATTENDED BY 144 SENIOR LEADERS IN GOVERNMENT AND THE PRIVATE SECTOR – INCLUDING REPRESENTATIVES FROM GOVERNMENT, INDUSTRY, AND A BROAD RANGE OF INTEREST AND STAKEHOLDER GROUPS.
- THE CONFERENCE WAS STRUCTURED AROUND 7 KEY ISSUE AREAS: MTS VISION 2020, COORDINATION AND LEADERSHIP, SAFETY, SECURITY, ENVIRONMENT, COMPETITIVENESS, AND INFRASTRUCTURE.

- ALTHOUGH I DON'T HAVE TIME TODAY TO GO OVER THE MANY GOALS AND RECOMMENDED ACTIONS COMING OUT OF THE CONFERENCE, I WILL FOCUS ON THOSE AREAS THAT MIGHT BE OF MOST INTEREST TO YOU: THE MTS VISION, A FRAMEWORK FOR COORDINATING MECHANISMS, DREDGING, AND RISK-BASED DECISION-MAKING.

MTS VISION

- DEVELOPMENT OF THE VISION WAS LEAD BY GENERAL RUSS FUHRMAN AND COLONEL JOE GILBREATH. THE VISION SUBSEQUENTLY DEVELOPED AT THE CONFERENCE READS AS FOLLOWS:

“THE U.S. MARINE TRANSPORTATION SYSTEM WILL BE THE WORLD’S MOST TECHNOLOGICALLY ADVANCED, SAFE, SECURE, EFFICIENT, EFFECTIVE, ACCESSIBLE, GLOBALLY COMPETITIVE, DYNAMIC AND ENVIRONMENTALLY RESPONSIBLE SYSTEM FOR MOVING GOODS AND PEOPLE.”

- GUIDING PRINCIPLES AND DESCRIPTIVE CHARACTERISTICS EMBODIED IN MTS VISION 2020 INCLUDE:
 - SYSTEM INTEGRATION
 - BALANCE AMONG DIVERSE INTERESTS
 - FEDERAL LEADERSHIP/LOCAL EXECUTION
 - TECHNOLOGY DEVELOPMENT AND DEPLOYMENT
 - SHARED RESPONSIBILITY
 - PEOPLE ARE CRITICAL TO SUCCESS

- QUOTING SECRETARY SLATER, “THE DEPARTMENT SEEKS THE CONSTRUCTION OF SYSTEMS THAT ARE INTERNATIONAL IN REACH, INTERMODAL IN FORM, INTELLIGENT IN CHARACTER AND INCLUSIVE IN SERVICE.”

COORDINATION/LEADERSHIP –

- THIS SESSION WAS LEAD BY THE COAST GUARD

- COORDINATION WAS A TOPIC OF GREAT INTEREST AT THE LISTENING SESSIONS AND THE NATIONAL CONFERENCE.
 - LACK OF COORDINATION WAS PERHAPS THE MOST FREQUENTLY RAISED ISSUE AT THE REGIONAL LISTENING SESSIONS.
 - LACK OF COORDINATION AT THE NATIONAL LEVEL AS WELL AS BETWEEN FEDERAL, STATE, LOCAL, AND PRIVATE STAKEHOLDERS.

- THE CONFERENCE PARTICIPANTS ENDORSED THE IDEA OF A NATIONAL COUNCIL TO COORDINATE FEDERAL EFFORTS AND ELIMINATE BARRIERS BETWEEN AGENCIES.

- THEY WERE CAREFUL TO NOTE, HOWEVER, THAT PRIVATE SECTOR STAKEHOLDERS MUST HAVE AN AVENUE TO PARTICIPATE AS MEMBERS OF AND COMMUNICATE WITH THE NATIONAL COUNCIL.

- SECRETARY SLATER HAS SEEN THIS NEED FOR NATIONAL LEADERSHIP IN THE MTS. IN HIS CLOSING REMARKS HE NOTED, AND I QUOTE, “I PERSONALLY WANT TO ASSURE YOU THAT I WILL DO MY PART [WORKING WITH ALL OF YOU] IN CARRYING OUT THE LEADERSHIP ROLE” AS A CABINET LEVEL CHAMPION OF THE MTS.

- PARTICIPANTS ALSO CLEARLY SAW A NEED FOR LOCAL COORDINATION AND LEADERSHIP.

- THEY ENDORSED EXISTING LOCAL HARBOR SAFETY COMMITTEES AS MODELS FOR OTHER AREAS.

- THERE IS THE POTENTIAL FOR POSSIBLY EXPANDING THE HSC ROLE BEYOND SAFETY TO SECURITY, ENVIRONMENTAL, TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS AND ECONOMIC ISSUES AS APPROPRIATE.
 - THERE WAS CONSENSUS THAT THE NATIONAL COUNCIL SHOULD NOT BE OVERLY RESTRICTIVE IN ITS GUIDANCE AND DIRECTION TO THE LOCAL COORDINATING COMMITTEES.
- THE DELMARVA WATER TRANSPORT COMMITTEE AND YOUR MISSION FIT WELL INTO THE CONCEPT FOR THE NEED FOR LOCAL/REGIONAL COORDINATION AND EXPANSION INTO A BROAD MTS INTEREST.
 - I BELIEVE THAT LOCAL ACTIVITY IS THE KEY, NOT JUST TO SAFE OPERATIONS, BUT TO ENSURING ENVIRONMENTAL RESPONSIBILITY, MOBILITY AND EFFICIENCY – AND ULTIMATELY TO ATTAINING THAT MTS VISION I JUST MENTIONED.
- HARBOR SAFETY COMMITTEES – AS A GENERIC TERM FOR LOCAL COORDINATING GROUPS - ARE GOING TO BE THE CORNERSTONE OF OUR COORDINATION EFFORT.
 - STAKEHOLDERS MUST NOT ONLY BE INVOLVED BUT LEAD – CG’S ROLE IS TO FACILITATE THAT LEADERSHIP.

- FROM THE MTS PERSPECTIVE THE COAST GUARD AND CORPS OF ENGINEERS ARE OUR LINKS TO CREATE COORDINATION TO ADDRESS LOCAL AND REGIONAL NEEDS OF GROUPS LIKE YOURS.

DREDGING

- ANOTHER AREA THAT HAS ALREADY RECEIVED A LOT OF ATTENTION AT THE LISTENING SESSION AND AT THE CONFERENCE AND WILL CONTINUE TO DO SO IS DREDGING - I KNOW THAT DREDGING IS ONE OF THE ISSUES THAT YOUR GROUP DEALS WITH.
- PROBLEMS IMPACTING DREDGING ARE THE COMPLEX PERMITTING PROCESSES, DISPOSAL SIGHTS, FUNDING, AND ENVIRONMENTAL ISSUES. THERE IS A NEED FOR A STREAMLINED FEDERAL OR STATE DREDGING PERMIT PROCESS, AND DISPOSAL.
- AND WE MUST START LOOKING AT DREDGING IN THE CONTEXT OF SEDIMENT MANAGEMENT – A DIFFERENT TERM LOOKING AT DREDGED MATERIAL AS A RESOURCE VICE A “WASTE” TO BE DISPOSED OF. POPLAR ISLAND IS A POSITIVE EXAMPLE OF RESOURCE USE.
- CERTAINLY WITH THE AMOUNT OF DREDGING THAT IS PROJECTED TO BE NEEDED AND ITS ENVIRONMENTAL

ASPECTS, THIS IS A KEY AREA THAT NEEDS OUR COOPERATIVE EFFORTS IN THE EARLIEST STAGES.

- IN FACT, THE NATIONAL TASK FORCE - THAT I WILL DISCUSS LATER - HAS A SPECIFIC REQUIREMENT TO “EVALUATE THE CAPABILITY TO DISPOSE OF DREDGED MATERIALS” – OR MORE PROPERLY “SEDIMENT MANAGEMENT”.

MTS NEXT STEPS

- NOTICE OF THE AVAILABILITY OF THE CONFERENCE PROCEEDINGS ON THE INTERNET AND A REQUEST FOR COMMENTS ON NEXT STEPS WAS PUBLISHED IN THE FEDERAL REGISTER ON MARCH 11, 1999. PROCEEDINGS CAN BE ACCESSED THROUGH THE COAST GUARD WEB PAGE.

- WE'LL BE SOLICITING COMMENTS FROM THE PUBLIC ON THE DIRECTION WE ARE HEADED AS WELL AS ADVICE ON HOW TO PROCEED WITH THE ACTION ITEMS FROM THE CONFERENCE.
 - THIS INFORMATION WILL FEED INTO THE WORK OF A NATIONAL TASK FORCE AND ITS DRAFTING OF A STRATEGIC PLAN TO CHART OUR COURSE FOR THE FUTURE, AND TO PRIORITIZE NEAR-TERM ACTIVITIES.
- CONGRESS MANDATED FORMATION OF THIS NATIONAL TASK FORCE THROUGH THE 1998 COAST GUARD AUTHORIZATION ACT.
- THE OUTPUT OF THE TASK FORCE WILL BE A REPORT TO CONGRESS BY 1 JUL 1999 THAT EXAMINES THE CRITICAL MARINE TRANSPORTATION ISSUES AND DEVELOPS STRATEGIES, RECOMMENDATIONS AND PLANS OF ACTION TO ADVANCE NATIONAL INTERESTS, INCLUDING GLOBAL ECONOMIC COMPETITIVENESS AND NATIONAL SECURITY IN THE MARINE TRANSPORTATION ARENA.

PAWSS

- A CURRENT PROJECT RELATED TO MTS IS OUR PORTS AND WATERWAYS SAFETY SYSTEM – OR PAWSS. THIS IS A PROJECT THAT WILL EXAMINE NAVIGATION SAFETY IN U.S. PORTS AND WATERWAYS. ULTIMATELY THESE PORT ASSESSMENTS WILL CONCENTRATE WATERWAYS SAFETY IMPROVEMENTS IN THOSE AREAS WITH THE GREATEST NEED AND ALSO TO PROVIDE VESSEL TRAFFIC SERVICES IN THOSE PORTS WITHOUT THAT TECHNOLOGY BUT THAT REALLY NEED IT.
- THESE IMPROVEMENTS WILL INCLUDE A SYSTEM BASED UPON NEW VOICELESS TRANSPONDER TECHNOLOGY KNOWN AS AUTOMATIC IDENTIFICATION SYSTEM – OR AIS. AIS CONSISTS OF TRANSPONDERS AND DISPLAYS CARRIED ONBOARD VESSELS WHICH PROVIDE INFORMATION, SUCH AS NAME, POSITION, COURSE, AND SPEED OF ALL AIS EQUIPPED VESSELS.

- AIS WILL SIGNIFICANTLY EXPAND THE INFORMATION AVAILABLE TO THE MARINER IN A MORE TIMELY AND EFFICIENT MANNER WHILE ELIMINATING SOME OF THE DISTRACTIONS ASSOCIATED WITH EXCESSIVE VHF VOICE RADIO TRAFFIC. AIS WILL ADDRESS MANY TRAFFIC PROBLEMS BY IMPROVING THE MARINER'S AWARENESS OF SURROUNDING VESSELS.
- WE CURRENTLY HAVE FORMAL VESSEL TRAFFIC SYSTEMS IN 9 PORTS. THEY USE RADAR FOR SURVEILLANCE AND VHF-FM FOR COMMUNICATIONS AND ARE ANALOGOUS TO AIR TRAFFIC CONTROL, ALTHOUGH THEY ARE ADVISORY IN NATURE RATHER THAN DIRECTIVE, AS FOUND IN AIR TRAFFIC CONTROL. ANY NEW SYSTEMS WILL BE AIS BASED AND EXISTING SYSTEMS CONVERTED TO AIS. AN ADVANTAGE OF AIS IS IT WORKS ANYWHERE.
- WHY IS THIS OF INTEREST TO YOU? AT SOME POINT THERE WILL BE A NATIONAL BROAD CARRIAGE REQUIREMENT FOR AIS WHICH COULD IMPACT YOU DEPENDING WHAT THRESHOLDS ON SIZE, EMPLOYMENT, ETC. ARE DECIDED ON FOR CARRIAGE.

RISK

- THIS PROCESS WE HAVE EMBARKED UPON - CONDUCTING LISTENING SESSIONS, GATHERING LEADERS FROM ALL FACETS OF THE MARINE TRANSPORTATION COMMUNITY, AND EVALUATING THE NEEDS OF THE SYSTEM - IS INEXTRICABLY TIED TO RISK MANAGEMENT.
- RISK-BASED DECISION-MAKING WAS A RECOMMENDED ACTION COMING OUT OF THE REGIONAL LISTENING SESSIONS AND FROM BOTH THE ENVIRONMENT AND SAFETY SESSIONS AT THE MTS CONFERENCE. OUR GOAL, OF COURSE, IS TO NOT ONLY INCREASE THE EFFICIENCY OF THE SYSTEM, BUT TO MAKE IT AS SAFE AS POSSIBLE.
- *RISK* IS THE PROBABILITY (OR LIKELIHOOD) OF AN ACCIDENT OR INCIDENT TAKING PLACE – SUCH AS A COLLISION - COMBINED WITH THE MAGNITUDE OF THE CONSEQUENCES, FOR EXAMPLE AN OIL SPILL. *RISK-BASED DECISION-MAKING* IS THE PROCESS OF ANALYZING, PRIORITIZING, COMMUNICATING RISKS AND DEVELOPING RISK MANAGEMENT STRATEGIES – IT’S NOT A NEW CONCEPT BUT WE WANT TO DO IT MORE SYSTEMATICALLY.

CURRENT RISK EFFORTS – PAWSA

- CURRENTLY, WE INTEND TO WORK WITH OTHER FEDERAL AGENCIES AND INDUSTRY STAKEHOLDERS AND USE RISK ASSESSMENTS TO CARRY OUR PAWSS PROJECT THAT I MENTIONED EARLIER.
- THESE PORT ASSESSMENTS ARE INTENDED TO IDENTIFY, AT THE LOCAL LEVEL, PORT SPECIFIC RISK FACTORS – WEATHER, TRAFFIC TYPE & DENSITY, GEOGRAPHY, HYDROGRAPHY - AND EXAMINE CURRENT AND AVAILABLE NAVIGATION SAFETY ACTIVITIES THAT OFFSET THESE RISKS – AIDS TO NAVIGATION, REGULATED NAVIGATIONAL AREAS, TRAFFIC SEPARATION SCHEMES, VTS, ETC.
- THE INTENTION IS TO IDENTIFY THE BEST LOCAL MIX OF RISK MITIGATION MEASURES, INCLUDING MEASURES SUCH AS TRADITIONAL AIDS TO NAVIGATION, TRAFFIC SEPARATION SCHEMES, VESSEL TRAFFIC SERVICES, PILOTAGE REQUIREMENTS, AND NOT REQUIRE ANY MORE MEASURES THAN ACTUALLY NEEDED TO OFFSET RISK AND PROVIDE EFFICIENT OPERATIONS.

➤ THERE IS AN OLD SAYING, “IF THE ONLY TOOL IN YOUR TOOL BOX IS A HAMMER, EVERY PROBLEM LOOKS LIKE A NAIL.” WELL WHAT WE WANT IS A WELL STOCKED TOOL BOX THAT ALLOWS US TO CHOOSE THE RIGHT TOOLS FOR THE JOB AT HAND – AIS OR OTHERWISE.

- A PAWSA PROCESS WILL BE PROVIDED TO CAPTAIN OF THE PORTS TO CONDUCT RISK ASESMENTS AS NEEDED IN THEIR AOR ALONG WITH LOCAL STAKEHOLDERS.

CONCLUSION

- IN CLOSING, WE, COLLECTIVELY, HAVE A GREAT DEAL TO DO TO ATTAIN OUR VISION.
- THE TASK OF ENSURING THAT OUR MARINE TRANSPORTATION SYSTEM MEETS THE NEEDS OF THE FUTURE IS NOT EASY. SUCCESS DEPENDS UPON THE COLLECTIVE EFFORTS OF THE PRIVATE STAKEHOLDERS AND LOCAL, STATE, AND FEDERAL GOVERNMENT AGENCIES INVOLVED.
- THE DELMARVA WATER TRANSPORT COMMITTEE HAS A GREAT START ON THE COLLECTIVE EFFORT REQUIRED IN THIS REGION TO REACH YOUR VISION FOR THE FUTURE AS A PART OF OUR NATIONAL VISION.

- THE COAST GUARD HAS WORKED WELL WITH ALL OF YOU
AND ACCOMPLISHED MUCH, BUT THE BEST IS YET TO COME.
WE LOOK FORWARD TO OUR CONTINUED PARTNERSHIP WITH
YOU AS WE BOTH SEEK A VERY POSITIVE FUTURE.

THANK YOU